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SUBJECT Jet Aircraft at Finow Airfield

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1. On 12 and 13 February 1950 the Finow (N 53/V 08) airfield was observed from the west, south and east in good weather. The field has been occupied by two types of jet planes since early February 1950. There was much flying.
2. Description of jet planes:
 - a. Type I: Similar to a conventional fighter, air intake aperture in nose air exit under fuselage; fuselage at bottom goitre-like, reinforced from nose to middle of fuselage; nose wheel but no tail wheel; greyish-green coat of paint and two vertical parallel long red lines on front section of fuselage.
 - b. Type II: Torpedo-shaped fuselage, swept-back wing, relatively large rudder unit and arrow-shaped small elevator unit; one opening each at front and rear section of fuselage (covered with red tarpaulins at parked planes). Nose and tail wheel; glazed cockpit without struts, suspended wings. Shining coat of aluminum.
3. Seventeen planes of type II, without camouflage paint, were on the field. Fourteen planes of the same type, painted dark-brown or covered by tarpaulins for camouflage, were parked along the northern edge of the field. Nine conventional fighters were parked along the eastern edge. However, most of the planes, the [REDACTED] were parked along the northern edge of the field by the runway. Two planes of type II repeatedly took off at the same time. Planes of this type flew in formations up to six planes for a prolonged period. After landing

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the planes taxied to the end of the runway, faced about and taxied back on the runway to the parking site. The take-off was like this:

"There was a howling noise developing into a roar, followed by a shrill whistle and the engine was started." The planes climbed very fast after the take-off. Planes of type I only made individual flights. After landing they taxied back on the runway to the start. The entire length of the runway was required for take-off and landing. German workers were cutting a strip of pine wood on the western edge of the field. They stated that the trees had **disturbed** the take-offs, so the field and the runway had to again be expanded.

4. On 23 February 1950, there was a strong wind and light rainfall, stopping at noon. A large number of jet planes of type II covered by dark-brown dull camouflage tarpaulins was along the northern edge of the field. No silvery jet planes were observed. Three twin-engine transports, from which bags were **transferred** to trucks, landed at 3:30 p.m.
5. A signal communication center 250 meters northeast of Finowfurt (N 53/2 98). (see Annex) was connected with the cantonment of the airfield by a four-wire telephone line. The garages were closed. No motor vehicles, radio installations, masts or antennas were seen around the quarters.
6. During the flying on 12 and 13 February 1950 the Finow-Finowfurt concrete road passing along the northern edge of the field, was blocked. The buildings in the woods north of the field could not be observed. The troops of the airfield were quartered in the Finow railroad depot, the Russian settlement and the cantonment west of the settlement. The hangars on the northern edge of the field, which had been repaired in a makeshift way, probably included a repair hangar as four mechanics were repeatedly seen there working on planes. A large pile of fuel barrels and empty fuel tanks were stored in the former Hermann-muehle sawmill, Finowfurt. Another fuel dump was assumed to be on the northern edge of the field as tank trucks servicing the aircraft came from there. The planes were always serviced from tank trucks. Ammunition and bomb cases were stored in the engine house on the Finow-Finowfurt railroad line (see Annex 2). The bomb cases were about 180 cm long. About 60 to 80 cases were piled outside the engine house. The spare parts depot was apparently in the Biesenthal (N 53/2 97) railroad depot. Spare parts were also stored in a building beside the engine house according to airfield workers. A radio station was in two cantonment buildings about 100 meters east of the Biesenthal highway. Four radio masts with a wooden cabin were about 30 meters from the cantonment buildings. The cabin was connected

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by a double cable with a six-to eight-meter radio mast
erected on a hill 1,000 meters away. Radio trucks
were also seen on the field during flying.

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